# Approved For Release 2002/06/10 : CIA-RDP63-00313A000600090002-5

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29 MAR 1962

MEMORANDUM FOR:

Chief, Development Branch, DPD

Chief, Materiel Staff, DPD Chief, Contracts Branch, DPD

SUBJECT:

Accident Investigation Report

1. Recommendations of the board which investigated the accident in which aircraft #344 experienced structure failure and resulted in fatal injury to the pilot are listed below:

#### a. Recommendation #1:

That Lockheed Aircraft Corporation re-evaluate the structural integrity of the U-Z aircraft for combined loads imposed while maneuvering during aerial refueling, on phasising the possibility of jet engine effect and wing tip vortex.

## b. Recommendation #2:

That Project Headquarters and Meadquarters SAC. re-evaluate the requirement for aerial refueling for the U-2 aircraft.

## c. Recommendation #1:

That serial refueling of the U-2 sireraft be suspended until recommendations I and 2 above have been resolved.

## d. Recommendation #4:

That if serial refueling remains a firm requirement, consideration should be given to a different type tanker aircraft compatable with the safe operating limitations of the U-2.

#### e. Recommedation #4.2.:

That readenous equipment be installed whereby positive positioning - receiver to tanker, tanker to receiver, or both - may be utilized on all missions. Readenvous procedures should be re-evaluated with emphasis placed upon tanker overtake of the receiver. (Action: USAF, Project Headquarters, SAC, ASD, and LAC).

## f. Recommendation #3:

That Lockheed Aircraft Corporation provide a sent ejection system that will insure successful ejection of the pilot ender all possible flight conditions. (Action: Project Head-quarters, ASZ-5, and LAC).

## a. Recommendation for

That the present U-2 ejection seat system be considered unreliable, and the U-2 Flight Handbook be changed to direct "Batlout without ejection seat" as the primary bailout procedure. (Action: Project Headquarters, ASD, SAC, and LAC).

- 2. It is mandatory for continued operational planning with due recognition to flying eafety requirements that each of the recommendations be followed up in detail and that we obtain immediate replies from action agencies.
- 3. The present status of action as near as can be determined follows:

## a. Accommendation #1:

Luckheed Aircraft Corporation is probably in the process. however, no information has been available to Headquarters.

## b. Recommendation #2:

AC/DPD has reaffirmed the requirements for serial refueling as it pertains to project aircraft. No contact with Readquarters SAC is anticipated.

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## c. Recommendation #3:

Aerial refueling operations and training has been suspended.

## d. Accommendation #4:

A memorandum has been forwarded from Special Projects Branch to Development Branch requesting that Lockheed Aircraft Corporation conduct feasibility tests for refueling the U-2 from EC-97 tankers.

## e. Recommendation \$5:

It is assumed that Lockheed Aircraft Corporation is presently re-evaluating the seat ejection system, however, no information on this subject has been received in Headquarters.

## i. Recommendation fo:

Operational detachments have been directed to change the primary ballout procedure from ejection seat ballout to ann-ejection ballout.

4. Special Projects Breach will assume the responsibility for keeping operating detachments advised of actions taken by Head-quarters or Lockheed. It is requested that all message traffic or memorands pertaining to this accident be coordinated with Special Projects Branch.

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